

Coast Guard, DOT

§91.60-5

length contracted for on or after September 7, 1990, a plan must be included which shows how visibility from the navigation bridge will meet the standards contained in §92.03-1 of this subchapter.

[CGFR 65-50, 30 FR 16974, Dec. 30, 1965, as amended by CGD 79-023, 48 FR 51008, Nov. 4, 1983; CGD 85-099, 55 FR 32248, Aug. 8, 1990; CGD 85-099, 55 FR 40260, Oct. 2, 1990; CGD 88-032, 56 FR 35825, July 29, 1991; 56 FR 46354, Sept. 11, 1991]

§91.55-10 Plans required for alterations of existing vessels.

(a) In the event of alterations involving the safety of the vessel, the applicable plans shall be submitted for approval covering the proposed work except as modified by §91.45-1. The general scope of the plans shall be as noted in §91.55-5.

§91.55-15 Procedure for submittal of plans.

(a) As the relative location of shipyards, design offices, and Coast Guard offices vary throughout the country, no specific routing will be required in the submittal of plans. In general, one of the following procedures would apply, but in a particular case, if a more expeditious procedure can be used, there will be no objection to its adoption.

(1) The plans may be submitted to the Officer in Charge, Marine Inspection, in the district in which the vessel is to be built. This procedure will be most expeditious in the case of those offices where personnel and facilities are available for examination and approval of the plans locally.

(2) The plans may be submitted directly to the Commandant (G-MSE), U.S. Coast Guard, Washington, DC 20593-0001. In this case, the plans will be returned directly to the submitter, with a copy of the action being forwarded to the interested Officer in Charge, Marine Inspection.

(3) The plans may be submitted directly to Commanding Officer, U.S. Coast Guard Marine Safety Center, 400 Seventh St., SW., Washington, DC 20590-0001.

(4) In the case of classed vessels, upon specific request by the submitter, the American Bureau of Shipping will ar-

range to forward the necessary plans to the Coast Guard indicating its action thereon. In this case, the plans will be returned as noted in paragraph (a)(2) of this section.

[CGFR 65-50, 30 FR 16974, Dec. 30, 1965, as amended by CGD 78-128, 47 FR 21204, May 17, 1982; CGD 82-063b, 48 FR 4781, Feb. 3, 1983; CGD 88-070, 53 FR 34534, Sept. 7, 1988; CGD 89-025, 54 FR 19571, May 8, 1989; CGD 96-041, 61 FR 50729, Sept. 27, 1996]

§91.55-20 Number of plans required.

(a) Three copies of each plan are normally required so that one can be returned to the submitter. If the submitter desires additional approved plans, a suitable number should be submitted to permit the required distribution.

[CGFR 65-50, 30 FR 16974, Dec. 30, 1965, as amended by CGFR 69-116, 35 FR 6861, Apr. 30, 1970]

Subpart 91.60—Certificates Under International Convention for Safety of Life at Sea, 1974

§91.60-1 Application.

The provisions of this subpart shall apply to all cargo vessels on an international voyage. (See §91.05-10 of this chapter.)

[CGD 95-012, 60 FR 48051, Sept. 18, 1995, as amended by USCG 1999-4976, 65 FR 6503, Feb. 9, 2000]

§91.60-5 Cargo Ship Safety Construction Certificate.

(a) All vessels on an international voyage are required to have a Cargo Ship Safety Construction Certificate. This certificate shall be issued by the U.S. Coast Guard or the American Bureau of Shipping to certain vessels on behalf of the United States of America as provided in Regulation 12, chapter I, of the International Convention for Safety of Life at Sea, 1974.

(b) All such vessels shall meet the applicable requirements of this chapter for vessels on an international voyage.

[CGFR 65-50, 30 FR 16974, Dec. 30, 1965, as amended by CGD 90-008, 55 FR 30661, July 26, 1990]